

issuances of certificates required by this section.

(b) Until an examination has determined that work can proceed safely, no riveting, welding, burning, or other hot work may commence.

(c) Each examination must be conducted as follows:

(1) At any port or site inside the United States or its territories and possessions, a marine chemist certified by the NFPA must make the examination. If the services of such a chemist are not reasonably available, the cognizant OCMI, upon the recommendation of the contractor and the owner or operator of the OSV, may authorize another person to make the examination. If this indicates that a repair or alteration, or hot work, can be undertaken safely, the person performing the examination shall issue a certificate, setting forth the spaces covered and any necessary conditions to be met, before the work starts. These conditions must include any requirements necessary to maintain safe conditions in the spaces covered and must include any necessary further examinations and certificates. In particular the conditions must include precautions necessary to eliminate or minimize hazards caused by protective coatings or by cargo residues.

(2) At any port or site outside the United States or its territories and possessions, where the services of a certified marine chemist or other person authorized by the cognizant OCMI are not reasonably available, the master, owner, or operator of the vessel shall make the examination and a proper entry in the OSV's logbook.

(d) The master shall obtain a copy of each certificate issued by the person making the examination described in paragraph (c)(1) of this section. The master, through and for the persons under his control, shall maintain safe conditions aboard the OSV by full observance of each condition to be met, listed in the certificate issued under paragraph (c)(1) of this section.

§ 126.170 Carriage of offshore workers.

(a) Offshore workers may be carried aboard an OSV in compliance with this subchapter. The maximum number of offshore workers authorized for car-

riage will be endorsed on the vessel's Certificate of Inspection; but in no case will the number of offshore workers authorized for carriage exceed 36.

(b) No more than 12 offshore workers may be carried aboard an OSV certificated under this subchapter when on an international voyage, unless the vessel holds a valid passenger-ship-safety certificate (Form CG-968) issued in compliance with the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 74/83).

§ 126.180 Carriage of passengers.

No passengers as defined by 46 U.S.C. 2101(21)(B) may be carried aboard an OSV except in an emergency.

Subpart B—Certificate of Inspection

§ 126.210 When required.

Except as provided by §§ 126.120 and 126.260, no OSV may be operated without a valid Certificate of Inspection.

§ 126.220 Description.

The Certificate of Inspection issued to an OSV specifies the vessel, the route it may travel, the minimum manning it requires, the minimum fire-extinguishing and lifesaving equipment it must carry, the maximum number of offshore workers and of total persons it may carry, the name of its owner and operator, and such other conditions as the cognizant OCMI may determine.

§ 126.230 How to obtain or renew.

(a) A builder, owner, master, or operator may begin to obtain or to renew a Certificate of Inspection by submitting an "Application for Inspection of U.S. Vessel," Form CG-3752, to the OCMI of the marine inspection zone in which the inspection is to be made. Form CG-3752 is available from any Marine Safety or Marine Inspection Office of the U.S. Coast Guard.

(b) The application for initial inspection of an OSV being newly constructed or undergoing a major conversion must be submitted before the start of construction or conversion.

(c) The construction, arrangement, and equipment of each OSV must be acceptable to the cognizant OCMI for the